

AVIATION

The Oldest American Aeronautical Magazine

APRIL 11, 1927

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VOLUME
XXII

SPECIAL FEATURES

NUMBER
15

FROM GENOA TO PALERMO BY AIR
N.A.T. GETS NEW YORK-CHICAGO CONTRACT
THE PROBLEMS OF FLYING IN COLOMBIA

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LEON D. GEORGE
President

EARL D. GEORGE
Vice President

W. L. LEITCH, Editor

GEORGE NEWELL
Business Manager

L. D. WOODS
Treasurer

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With the Editor

The air mail contract on the New York-Chicago division of the Trans-Continental route has been awarded although from this it cannot be inferred that the matter is unopposedly closed. The Postmaster General's action involved one of the most important decisions in the history of American civil aviation and its announcement has immediately raised a storm of comment. So important to the country's business has the Eastern Division of the Air Mail Service become that its welfare may be regarded as a problem of national significance.

At a time when plans are under way for the staging of the All-American Aircraft Display, very largely with a view to building up an extensive foreign trade in the Latin American, it is of timely interest to know, in this issue of AVIATION, the experiences in one important phase of aviation in South America from one who has actually been spending in that part of the world. These experiences are meeting with marked success and have proved invaluable to the oil company for which they are being carried out.



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The South American Market

DURING 1926, the exports of aeronautical equipment from the United States totaled over \$4,000,000, of which was a large part was the equipment exported to the Latin America. Yet, surprising as the demand for aircraft in the South, a demand which has very greatly increased during the past year, this figure is small. No aircraft, however, are manufactured in South America and it has fallen very largely to the European aircraft manufacturers to supply the larger proportion of our southern neighbors' needs.

Nevertheless, it is important to remember that no serious attempt which has ever been made by an American aircraft manufacturer to introduce his products into certain markets in South America has met with failure. One company has exported over half a million dollars of aircraft equipment to South America since the War and this as a result of no exceptional efforts.

It is with good reason, therefore, that the American Aircraft Industry is taking serious expression of South American requirements for, as has been said before in these columns, no country in the world so in a better position to enter to the Latin America. The Aircraft Display, which is to be held in Washington, May 25, under the auspices of the Aeronautical Chamber of Commerce, is likely to prove to all who participate therein, a most valuable means of making the necessary preliminary connections for launching into this promising market, and for these sections of the industry which already have business relations in the South, the Display will supply the necessary added stimulus for broadening these relations.

South America offers a wide and diversified field for aeronautical development. Almost without exception, all the republics and states of the southern continent are taking a growing interest in air power. Peru, which already possesses an appreciable Navy force in which aircraft figure, is now developing its Army and equipping a land air force. Brazil is seriously planning a large increase for her air services in both the Army and Navy, while Chile has already spent considerable sums on pursuit planes and bombers. Argentina has built one of the fastest naval air stations in the world and is planning to increase the flying equipment for her Army and Navy. These countries are conscious of the possibilities of air power and offer, therefore, an important market of which the American Aircraft Industry will get its share only to the extent of its relevancy.

In the commercial field likewise, South America offers a wide field for development. To name parts, the business is not unlike that of the middle western and western states of this country. In the Argentina, for example,

the extensive plantation under travel long and tedious. The land is very flat and the automobile land use and out of Buenos Aires. Yet traveling is expensive and slow as all journeys necessitate passing through the capital. Here, therefore, is a fertile field for the small class of American commercial planes as these planes have a decided price advantage over similarly powered European machines. The market is equally attractive for the seaplane including those engine types and in some parts flying boats and large seaplanes have been previously patronized. The possibilities for operating companies are also excellent. Connections for passenger carrying, mail service, district, mapping and photography are being granted in many countries.

In short, without being unduly presumptuous, the industry cannot close its eyes to the fact that, quite apart from governments, there is very considerable wealth among the civilian population of South America and the stage is well set for the far and wide development of aviation. The Aircraft Display, held at a time when the Pan American Commercial Conference is being held in Washington, will offer wide and interesting possibilities through the exhibition and demonstration of the manufacturers' products and it is an opportunity of the greatest significance to all sections of the Aircraft Industry.

The Need for a Universal Language

IN AMERICA, where in entire contentment we find more languages, the disadvantage that the European airman encounters in flying from country to country and being, at best, familiar with only a few of the languages in use to the heads he visits, can hardly be appreciated. Just how much a unified language has contributed to the unity in which forty-eight states share is a question that would make an excellent research, but a difference in language is undoubtedly a barrier to friendly understanding and cooperation between nations.

The airplane has found its mission in the unification of distances. It has spanned seas, deserts, mountains and jungles in the course of a few hours and it is fast discovering the remote places of the earth into the ken of civilized man. One thing that the future is assured by the increased use of the airplane is that isolation will not be a lot of any people. With this thought comes the idea of a further step that aircraft may accomplish.

Firing points the need is an international language and such a universal language would greatly simplify the development of flying. Perhaps that day which finds the airplane in use across mankind as in the past are today will also find a language common to all nations of the earth.

From Genoa To Palermo

By LESTER D. GARDNER

PART II

IN THE first part of this account of flying in Italy the flight from Genoa to Rome was outlined. The first day that we were in Rome, Major Gordon of the American Air Corps gave us a flight over the Eternal City in a Vaught which he kept at Generalissimo Ardengo of the Royal Italian Air Force near Rome.

Flying Over Rome

A few days later, through the courtesy of the Royal Italian Air Force, a flight was arranged over Rome in the dirigible N-2, the latest ship to the Navy. In the early morning, accompanied by many officers of the Italian Air Force, we went to the Campano Aerodrome and, in the large hangar hangar over the famous Circus Maximus, which went to Italy as part of the reparations payment and which had been given to speed repairs. As the same hangar was a sport meeting for a single passenger, powered with a small Anzani engine. The N-2, which had been sold to Japan, was also given. This air-

ship later met with an accident while flying over the Mediterranean and had to be rebuilt. It is now flying in Japan.

Sowing Historic Rome from Above

Taking off at 6:55, we rose to 1,000 ft., and soon were over the Campidoglio Aerodrome from which it had flown with Major Gordon. The car of the N-2 is very comfortable. Four officers are in the control car and Mr. Louis Wakenbaum, of the American Embassy, Capt. Howard Schell, of the American Air Corps and I are in the passenger car. The aluminum chairs, with upholstery and seats and backs, are very comfortable. The speed is about 60 mph. and the windows are open. The comfort of being able to walk around the car is a noticeable change from flying in even the latest passenger airplanes. We follow the Appian Way, with many ruins, and the old aqueduct below. The Baths of Constantine and the gardens near St. Peter's are seen to the West. We are heading directly for the Colosseum and the Forum and pass over the Church of St. John of the Latins, the original seat of the Popes in Rome before St. Peter's was built.



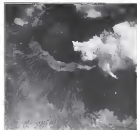
The N-2 Italian airship in which Mr. Gardner flew over Rome.

Photo Courtesy Royal Italian Air Force

Once more we fly directly over the Colosseum and the Forum and all the stirring historic events that took place in the arena and in the old center of Rome come to our minds. The Palatine Hill and the Capitoline Hill are now under us, while a little further north toward the center of the city is the beautiful monument to Victor Emmanuel II. Victor's Column and the Fontana, as well as the Quirinal, the home of the King, pass below as we fly over the main streets of the capital. The Tiber can be seen winding its way for many miles, and at one of its bends it flows in front of Castle St. Angelo, one of the early prisons of Rome, which rises prominently on the shore and is one of the best known of the historic Roman buildings. After crossing the Tiber we pass directly over St. Peter's and the Vatican. As we look down on St. Peter's and the Papal gardens and recall the religious importance of this holy ground, and remember, too, all the art treasures contained in the Vatican galleries, the question arises as to whether any of the landmarks of the party are comparable with the marvelous scenic panorama that the air traveler sees.

Flying Over the Mediterranean

Leaving Rome, we followed the Tiber to the sea at Ostia, seeing the ruins of the old city and soon passing over the new port. Another experience is added to the flying tour by a flight in the morning over the Mediterranean. For flying morning, we fly over the great line of ships of the empire, which are now dead, with their masts and rigging. The Apennines are now ahead, with clouds clinging to their slopes at about 5,000 feet. The sea is somewhat rough, but the N-2 flies very steadily. The radio communication with its wireless apparatus is working and receiving messages from Capri. The region is 200 by 100 miles. The wide plain of the Campagna spreads out before us for miles and in the



Looking down into the Gates of St. Peter's.

midnight the vineyards and fields are now beautiful. At 8:55 we have dinner and lunch, after an hour and a quarter flying over some of the most historic and interesting places in the world. To Captain Emilio Dini of the Italian Air Force we extend our congratulations for such a perfect flight. Captain Paolo Fabbri was second in command. It is a pleasure to note that Capt. Dini is to be in command of the Italian balloon team that is to come to the United States this year to compete for the Gordon Bennett Trophy.



Bay, near Naples showing a typical view of the coastline between Rome and Naples.

Leaving Capri Island, we made our way through the air over the wide open expanses of the Mediterranean. The proximity of Sicily which attracts thousands of tourists now attracted our attention. Again, another of the great shore resorts of the world, could be seen through planes with its famous drive leading the Italian to the sea. From here, the Italian mainland grew nearer and denser, until all that could be seen was the top of Vesuvius and the empire beyond. Commonly, a steamer could be seen, and as the day was perfect for us air voyagers, the sun beamed, the air calm, and perfectly so, that there was hardly a motion to the steady airplane. An hour passed quickly, and, so then we saw first sight over such a large expanse of sea we found worth interest in searching the horizon for any form of interest. Mrs. Gardner who had flown all the way from London, coast across the Alps, was exultant with the new view spread out before. After passing from the air the mountain slopes of Italy, the inexpressible Alpine mountain tops, the German forests, the Swiss lakes, the Dutch fairy tales and the clouds, the hilly fields of France and the polished English countryside, a mid-day by air brought still another delight to the air traveler.

Sicily Comes Into View

While maintaining in this way, the hills of Sicily began to show their dark outlines over the horizon. No idea was too far to the south to be seen, but Mr. Pellegrino that came from the Bay of Palermo was now becoming more and more visible. In approaching a coast by steamer, the horizon and shadows came together very slowly. But from the air, at a mile a minute, it only required a very short time to bring over the distant peninsula above the skyline. It was therefore only a few minutes before we reached Palermo, the end of the splendid air trip. We thought that we had advanced all of our position of observation when we visited Naples, but Palermo is really situated to the east, on several of its important features. The city settles on a gradually sloping shore and is completely surrounded by very rugged and steep mountains. High in the background is the world-renowned Cathedral of Monreale, with its highly decorative mosaics. For miles along the coast, parks rise from the shore-

line, giving in the background the shore for which Sicily is noted. This is the territory of the S. A. N. A. Airline. It leaves its passengers on an island that yearns of visiting and without the pleasures and attractions. The rates of the German companies and the antiquarian wonders of Palermo will continue to attract visitors for all time. Our pilot Donato Marretti had given us a beautiful flight of 180 miles in two hours and twenty three minutes. The same trip by sea or steamer would have taken thirteen hours.

Before stating the story of flying in Italy, some further facts regarding the S. A. N. A. airline will be of interest to those who are following the expansion of air transport companies throughout the world.

The German Airline, Norddeutsche Lloyd, was formed in Genoa in January, 1929, for the purpose of establishing commercial air lines. In April, 1930, the company made a contract with the Italian Government for the construction of an air line from Genoa to Palermo. Avoiding the weaknesses of the necessary agreement with the Spanish Government, the company made, in January, 1930, another contract with the Air Ministry of Rome for the establishment of an air line from Genoa via Rome and Naples to Palermo. The passenger service on this line was officially opened by Prince Massimo Massimo on the 25th of May, 1930.

The company has adopted the twin engine Dornier-Wal airplanes equipped with Rolls-Royce engine IX 260 hp. engines and with Jupiter 620 hp. air-cooled engines, the latter built by Messrs. Piaggio & Co., of Pontedera, Italy. The planes are built by the Soc. An. Controrini Monomote Aeromobili di Roma di Pisa located near Pisa and are equipped by the S. A. N. A. to be the best type of airplanes for their service. They have all those improvements required by modern passenger aircraft. They have a considerable cabin, luxuriously upholstered, which seats 16 passengers. The crew of the planes is two pilots and two mechanics.

The company had to overcome great difficulties in the organization and construction of its airports. At Genoa, the air station had to be located in the commercial harbor, and owing to the construction work of enlargement of the harbor it was necessary to change its location constantly. For this reason, it has been necessary to arrange a floating station

which can be easily moved from one place to another. The station has a waiting room with a small bar for passengers' refreshments for the company, various and other officials, as well as accommodation for the personnel of the station.

The planes are moved to the stern of the floating station and by means of a special lifting bridge, the passengers are on shore and leave the planes from the floating station carrying. A bar is always ready to receive passengers to the center of the city.

The airport at Rome, owing to the favorable situation of Ostia at the mouth of the Tiber, has been organized much more permanently. There is a building for the office of the company, passenger accommodations with a restaurant, and a workshop for repairs and overhaul of the planes and engines. The airport of Rome has four small docks, where the planes are moored on their arrival, and which are so situated that the passengers can land with greatest ease.

The airport at Naples, like that of Genoa, is located in the commercial harbor, and it also has a floating station but it is not as sheltered from the waves as the station in Genoa. At Palermo the air station is also in a commercial harbor, rather exposed to the sea but near the center of the city. Special buildings contain the company's office, passenger accommodations and the necessary workshop, fully equipped.

All the airports are furnished with fuel materials which are used for starting the departure and arrival of the planes. The service from Genoa to Palermo which is operated three times weekly at present is going to be changed to daily runs with the following time table:

| From Genoa to Palermo | | From Palermo to Genoa | |
|-----------------------|-----|-----------------------|----------------|
| 8:30 a.m. | Le. | Genoa | Ar. 4:30 p.m. |
| 12:58 a.m. | Ar. | Rome | Le. 12:48 a.m. |
| 12:16 noon | Le. | Rome | Ar. 12:08 noon |
| 4:58 p.m. | Ar. | Naples | Le. 12:30 noon |
| 5:18 p.m. | Le. | Naples | Ar. 8:50 a.m. |
| 9:00 p.m. | Ar. | Palermo | Le. 7:30 a.m. |

The passengers' fares have been fixed on the basis of the railway fares and are from 20 per cent to 80 per cent higher than the latter varying according to the season of year.

During the first six months of service, the company's planes flew over 136,000 miles (63,500 miles) and carried about 1,500 passengers, and this despite the favorable conditions which are adverse to the establishment of air lines of such a long



Map showing the routes of Italy

routes, and the exceptionally bad weather which limited during the whole season. At present the company's fleet is composed of four airplanes. During the six months of service, there have been only three emergency landings, and these with not the slightest inconvenience to the passengers.



Palermo with Mr. Pellegrino. The S.A.N.A. airplane alights at the harbor under the hotel.



The station of the S.A.N.A. at Genoa near Rome.

The Pan-American Flight

Leaving Rio Janeiro, Brazil, at 5 a.m., March 18, the Good-Will Bakers who are making the Pan-American flight arrived at Bahia at 6:35 p.m. the same day. The distance between the two cities is 750 miles. A stop was made at Vitoria, 260 miles north of Rio Janeiro, for refueling. The next stage of the flight was scheduled from Bahia to

Pennsylvania, it darkness prevented the realization of this plan, and the three landed at Porto de Pedras at 8:55 p.m., March 18. They remained in this place until the morning of March 26, when they flew to Pernambuco, reaching that city at 3:15 a.m. A bulk of six hours was made in Pernambuco, the three reaching Port Natal late in the afternoon. During this portion of the flight, the Pan-American ferryed Major Severino Reyes, the Portuguese pilot, who was flown unharmed.

On April 4 the fleet landed at Port of Spain, and 1 pm and immediately prepared to overhaul their four planes and take on supplies. The balance of the flight will take the planes to Grenada, on a visit of the West Indies, St. Vincent, Martinique, Guadeloupe, the Dominican Republic, Haiti, Porto Rico and Cuba. They hope to reach Miami, Fla. about April 28 and Washington about May 1, in time for the opening of the All American Aircraft Display.

Air Mail Hanger and Plane Burned

The fire which broke out in the early morning hours of Monday, March 23, is one of the Air Mater hangars at Tiedley Field, N. J., reputed to be the destruction of the largest fire airplanes and a Government mail truck. The total loss is estimated at \$250,000 and the equipment destroyed included one F4Uer Universal and one Conquest Lark, both single-engine mail planes belonging to Colonial Air Transport, Inc., two T-6H mail planes and an Air Corps Douglas Observation trainer.

The actual cause of the fire is not known, although it is thought that it must have started from a short in the electric system of either the Colonial Air Transport machine, or the

London plane. Each of these three planes was equipped for night flying, while the two C-47s, stationed in the First Time Department, carried no electrical equipment in addition to their main engines, twelve or so battery-operated lights were believed to have been attached under the latter service. It will be recalled that only a C-47 was used as a transport under standard issued the use of such equipment, owned by the National Air Transport #1 line.

After the first serious problems in their spreading equipment, Colonial Air Transport has experienced no interruptions in the regular service of the New York-Boston contract and now runs the company successfully placed in service as a regular Eastern United and a regular non-stop service. Much was achieved in these plans. In addition, the company has ordered a second Eastern United aircraft to expand the equipment. This is the case and it was expected that this would be delivered before the end of the year.

It is understood that Colonial Air Transport, Inc., carries complete coverage for contents of its flying equipment. The Fokker Universal, with a Whirlwind engine, costs \$12,000 net, and the Cessna Lark, also with the Whirlwind Whirlwind engine, costs \$9,000. Each of these machines had had approximately 100 hr flying service and a clean log, therefore, been entered in a loss of \$10,000, selling for three-fourths, for depreciation. It is understood that this claim is considered perfectly satisfactory by the insurance company.

Colonel Art Thompson is now awaiting delivery of a second Fisher three-engine machine, the completion of the other being held up solely pending the arrival of the Week-end 24-B engines, which means the standard power plant equipment of 61 C & G 2150's. Other orders have been placed within recent weeks for two three-engine Ford air transport machines—these planes also to be equipped with Whittle engines. This machine, it will be remembered, is of all-metal construction throughout.

For those who are carefully following the development of mobile air transportation in this country, it can only be regarded as a highly favorable sign that when uniform standards are set, the operations of our still comparatively young air transport companies have always been found adequate to cope with these measures. As already noted, no interruption was experienced in the N.Y.S. service when the domestic air equipment at Kansas City recently, nor did interruptions hinder the progress of the New York-Boston Air Mail Service on this occasion in the C.A.T. operations.

The Westinghouse Lighting Booklet

The Westinghouse Lamp Company, of New York City, is a booklet entitled "Airport and Airway Lighting" review briefly the progress in lighting for aviation and discusses the various methods of illuminating airports and airways. It

Commercial Aviation Lecture Tour

H. H. Hise, senior business specialist for the Economic Branch of the Department of Commerce, will shortly begin a lecture tour, as personal representative of William F. MacCracken, Assistant Secretary of Commerce for Aeronautics. This is part of the educational and publicity program, undertaken by the department, for increasing public interest in commercial aviation and stimulating growth of the Air Mail Service.

The Indians will be of a popular nature, completely devoted with stereotyped ideas, and devoted entirely to the commercial and industrial applications of aviation and to the work of the Department of Commerce and other Federal agencies having to do with civil aviation.

Present plans for the first year of this series call for lectures in more than fifty cities. Definite dates will be announced as soon as arrangements for the itinerary have been completed.

N. A. T. Awarded New York-Chicago Contract

*Post Office Dept. to Relinquish New York-Chicago Service
July 1. North American Airways and Colonial Airways Bid
Loss. Charles Evans Hughes Comments Upon P.M.G.'s Action*

ON SATURDAY, April 2, Postmaster General Harry New awarded the contract for the operation of the New York-Chicago Air Mail Service to National Air Transport, Inc., of New York and Chicago, of which Homer E. Colla is president and Col. Paul Henderson is general manager. The contract becomes effective on July 1, and is awarded on the N.A.T.'s bid at 31.54 per pound of mail carried.

"Considering all the attendant facts," said Mr. New, "we decided that the National Air Transport, Inc., was the lowest and best reasonable bidder."

The decision of Postmaster General New to award the contract to National Air Transport, Inc., at \$128 a pound means that the Government will pay a rent a pound more for carrying mail by airplane over the New York-Cleveland route than it would if the contract had been awarded to the North American Airways of Cleveland, which bid \$125 a pound. Postmaster General New declined to comment on the report of the case beyond saying he considered the National Air Transport bid the lowest.

Paul Rosenbaum, general manager of the National Export Association, Inc., presented against acquiring the bid to build North American Airways on the grounds that certain taxes and profits and other state incentives had already been secured for 1980-88 for the building of the latter company. He noted that the bid awarded the contract to any company, as the Federal mail companies were interested in any such facilities could be in violation of a Federal statute. Mr. Rosenbaum's protest resulted in postponement of action until Saturday night. Mr. West signed the protest.

List of Symbols

The Midlans, in addition to NAY, and the notes at which they prepared to interrupt could be air between the 5 cities, and the number and types of planes to be used was (Source) All Transport, New York, Southern planes, four; and air is easier. Very Dancer and Travel Air type. It is a record.

Early American Airlines: James G. Jones, president, Florida Travel, Miami to Miami plane, visit in one hour in cost \$1.50 to \$1.00.

I. F. Howard, New York, writes: "This party shows
 American characteristics of which we can be proud in
 size with such its power. It needs a leader. This one
 is composed of a true leader, Dr. J. H. and secondary
 party of leaders and leaders. New York and Chicago
 have chapters and thousands and others are
 more in a hurry and yet, but something and the

C. E. Hughes' Opinion

The North American Airway, in view of the fact it then had of \$4.21 per barrel was lower than the N.A.T. is commemorated with Charles Eaton Hughes whose two signs on the divide of the Potomac for General and the latter, produced below, gives an interesting and significant point of view is shown in the center.

North American Division (at
Cleveland, Ohio.

[illegible][illegible]

On 4, 1950 (see HJ 20 24 246; 2468; 11140) which appears to be the date of the question.

"The position of the Russian Embassy against there is in any way unfavorable to the employees who remain with the embassy in Turkey after the transfer of the Post Office Department is not a serious enough matter to take into the air mail routes and to the detriment of the employees of the Post Office Department and to the detriment of the employees of the Post Office Department. The position of the Russian Embassy against there is in any way unfavorable to the employees who remain with the embassy in Turkey after the transfer of the Post Office Department is not a serious enough matter to take into the air mail routes and to the detriment of the employees of the Post Office Department and to the detriment of the employees of the Post Office Department."

My most sincere thanks for the program of the United General Club next door.

In our school it is clear from a local standpoint that the only question was not "integrated" while the majority of our school, prepared method for the majority of the white race which was alive in the fact that they represented with Mr. Taylor has been called for and adopted by me.

The school selected it as well before of the United States of the United States a legal interest in the school.

At the present time and of the time of the day of your life.

[illegible][illegible]

the other hand their owners and would seem to be in line with public interests and that the implementation is very complex.

to the public interest and the rights and interest of the British people. The Government will not be able to do this unless it has the support of the House of Commons. The Government will not be able to do this unless it has the support of the House of Commons. The Government will not be able to do this unless it has the support of the House of Commons.

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THE IMPERIAL JAPANESE ARMY
and Other Governments.

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New York



This Chicago is well equipped with objects will be seen from the above map which shows its vicinity to locations and its personnel.

Denver, Colo.

Although bad weather has been slowing up activities at the Alexander Airport, the Alexander Aircraft Company is springing up two or three students each week and is keeping the plane, Willis A. Kyrle and Floyd P. Cheevers, busy.

Will Kyrle recently bought the company in an English-made Biplane. Kyrle with the Alexander Aircraft Company that he doesn't want any "bombs" on the ground while plane that brought him safety in through some weather and a landing near some. The "Chicago" Launch Powder" was piloted by "Tommy" Thompson who recently ran a gun machine away from the Alexander Airport.



Air Corps Room at N. Y. U.

The Air Corps room in the new Daniel Guggenheim Aeronautical Building is fast making a reputation, according to Bert Fredericks of Hopkins, head of the Air Corps activities at New York University. The room is the headquarters of the Air Corps, and here will be delivered all the lectures on aviation that deal with the R. O. T. C. in the college.

The spirit of aviation pervades the room. The wall space is covered by glass cases containing airplane components, such as the most modern machine guns, aerial bombs, and delicate airplane instruments. Several of the cases are also devoted to books of aeronautical subjects. When all the books are received, the library will amount to about 150 volumes, many of which have been loaned by the Chief of Air Corps for the express use of the members of this unit.

In addition to the various airplane instruments belonging to this unit, there is also a complete wiring and receiving station on. This equipment will be used this Spring in connection with observation missions from Miami Field. The room is also equipped with communication tables at which the members of the unit are trained in radio communication, both transmission and reception. The Air Corps Unit has secured from the Signal Corps of the Army the various modern aircraft used in the instructional program.

For observation work, the unit has at least the Air Mail route maps from New York to San Francisco and the Army airways map from New York to Los Angeles. A service board is being used with an airplane set of graphs for the instruction of the advanced course men in airway work, airway control, and communication.

The unit has now enrolled 155 students and eleven officers. Four of the student officers are at present receiving flight instruction at Brooks Field, San Antonio, Tex.

Outstanding Service Cross Undelivered

Among the noteworthy certificates for the Outstanding Service Cross, which Major Gen. Robert P. Smith, the Adjutant General, recently announced were left at the War Department, Washington, D. C., for lack of latest addresses. In fact one of the William Peacock River, San Francisco, Cal. Army Reserve, Air Reserve. Last week Smith, at the time of his appointment was 314 First Air Force, Oakland, Cal. 210. Smith's address was San Antonio, Tex., and the latest address, as recorded in the 1935 R. R. New York City and 68 Broadway, New York City.

New Class at Primary Flying School

The new class at the Primary Flying School at Brooks Field, San Antonio, Tex., consisting of over two hundred of them and 152 other cadets, reported and are already making up the required class and ground school subjects preliminary to regular flying training.

Major and Mrs. James E. Chisney hold open house at their quarters for the new personnel and student officers.

Mr. England, of aviation team, together with the flight instructor, the officer in charge of flying, and several highly trained pilots are now conducting the new class into the aviation era of aviation. As individual record of performance is being made which will serve in connection with the student's final record to determine how successful his flying career can be predicted in these days.

Material Division Section Combined

The Field Service Section is being formed with two branches to the physical coordination of the service with the other sections of the Material Division. It is anticipated that this move will be made sometime in June and it is believed that greater efficiency will be secured from this physical coordination. At present the Field Service Section is organized into by approximately one million, but due to the present lack of business this short distance makes considerable difference in the handling of several matters. The physical coordination of all sections of the Material Division at San Antonio will greatly improve the efficient handling of the problems connected with the Material Division. It is believed that this move will be of great benefit to the service.

Planes Search for Bandits

Private airplanes after the robbery of a bank messenger at Adams, Kan. The Commercial Observer at Fort Riley, Kan., received a wire from Texas reporting several instances in Southern Texas where a number of planes were flying over the area of the 1935 Observation Squadron at Brooks Field took the air each plane carrying two officers. Each pilot was furnished with complete instructions in aerial route for reconnaissance work. Before the planes had an opportunity to establish the flying route, he was captured near Texarkana. All were taken to the Commercial Observer at Fort Riley were well before the capture.

PRIVATE OPERATORS made the discovery that airplanes engaged to meet the exacting requirements of the **POST OFFICE DEPT.** were more economical to keep up and operate than many so-called "Commercial Ships."

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WANTED: Complete J3H0 without wings and motor, logbooks may be broken, other work must be in good condition. Send details and price to Box 350, Ansonia.

FOR SALE: Biplane Standard Tourist with model A. Buco motor just overhauled, 1700 RPM. Oil pressure 40 lbs., 4955. 1. 033 Standard top-top share in every respect. 1. 033 Jway in good condition, 5500 American Eagle Aircraft Co., 3338 Harrison Street, Kansas City, Mo.

FOR SALE: Aerial Camera, Bartha E-5, with one roll of film. Practically new. \$500.00. Robertson Aircraft Corporation, Anglin, Mo.

JENNY in good flying condition, \$450, without engine, \$250. New Standard, 570A, without engine, \$350. New Standard, 570A, Boushanger, 2900 North Main Street, Houston, Texas.

FOR SALE: WARDEN WHEELWIND J4 Motor, slightly damaged, with lots of brand new spares. \$250.00. Warden, Swallow, J-3-4-D, T. Mo. Also model "A" K D \$200.00. Light plane fuselage. Box 557, Ansonia.

FOR SALE: OX-8 engine, never in airplane, and only two hours in test, thoroughly overhauled ready to put in plane equipped with wire cloth, spray radiator and headlight wip. All in excellent condition. \$250.00 cash take all. Also have OX-8 clipped wing fuselage Standard plane down five hours. Everything new including covering and daps. Pasadena 2005, also looking job. \$200.00 cash. John Smith, 1813 Clinton, Minneapolis, Minn.

FOR SALE: OX-3 plane. Curtiss, Standard, 1925-26. OX3 clipped wing Standard, dual control, motor hours 1475—\$475.00. New LeRhona Tommy Engel 1925-26. All ships are real bargains at AL Sydney condition. Joseph B. Jones, Milford Park, Ill.

WANTED: New and Government overhauled OX5 motor, any condition. Also OX5 and OX3A motor parts. Robertson Aircraft Co., Little Rock, Arkansas.

FOR SALE: OX5 hp motor, brand new, in original crate, \$160.00. Robertson Aircraft Corporation, Anglin, Mo.

Will all students of Elmer L. Partridge, founder of The Partridge System of Aeronautical Instruction, please send names and addresses. Partridge, Inc., 3515 West 53rd Street, Chicago, Illinois.

WANTED: Flying suit, Leaning Amphibian, or replace, new or used, wanted. Photo, price and description to John Johnson, The Kariton, Boston, Pa.

I want flying instruction and opportunity to learn how to handle in many types of planes as possible. In return will work in factory or on field. Am expert wood lathe worker, woodworker or wings and have had two years experience in construction of a modern steel tube job. Can furnish excellent recommendations. Can handle executive position if necessary. Box 505 Ansonia.

WANTED: JJ Standard fuselage only. One condition, necessary and price. E. Rosh, 185 N. 5th Street, Waukegan, Mich.

FOR SALE: Brand new OX5 motor in original crate \$220.00. Also motor, overhauled overhauled, model "A" 5500 RPM, model "B" and "C" 5700 RPM. Robertson Aircraft Corporation, Anglin, Mo.

WANTED: Two aerial photographers. Must have had considerable experience, at least two years in mapping. Applicants must be able to produce finished work and carry full operating responsibility away from home field. Salary \$95 a day, and per \$75 a week in above applicant can fulfill all above conditions satisfactorily. Reply by letter only, giving full details, experience and three references. Standard Aircraft, Inc., 43 W. 42d Street, New York City.

WANTED: Aeronautical Engineers for plane designing, salary \$500; also riggers, welders, mechanics. Standard Aircraft Clearing House, Chamber of Commerce Bldg., Denver, Colorado.

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 E. Mo., Ark. and So. Ill.—Bridgman Aircraft Corp., 223 Pierce Bldg., St. Louis
 W. Washington and W. Oregon—Story Eaglerock Sales Company, Washington
 No. Carolina and Va.—Charles Flying Service, 3100 Garland, Richmond, Va.
 N. Y. and Conn.—T.D.S. Aerial Service Inc., 35 W. 23rd St., New York City
 La.—Louisiana Airways, 1712 Pere Marquette Building, New Orleans, La.
 Ohio and Texas (Providence)—Southwest Airplane Sales Corp., Britton, Okla.
 Ill. and So. Wis.—Silver Aircraft Corp., 5614 So. Cicero, Chicago, Ill.
 Utah, Nevada, So. Idaho—Rocky Mountain Airways, Salt Lake City, Utah
 So. Dakota and Ne. Dakota—Rapid Air Lines, Rapid City, South Dakota
 Ky. and Tenn.—Darin Eaglerock Sales Co., 2031 Central, Memphis, Tenn.
 W. Virginia and E. Ohio—Lyle E. Scott, 528 2nd St., Marietta, Ohio.
 West Coast of Florida—Wesley N. Raymond, Punta Gorda, Florida.
 Southern Texas—Marion P. Hair, Box 420, San Antonio, Texas.
 Georgia—Georgia Airways, Inc., Candler Field, Atlanta, Ga.
 Indiana—Captain J. A. Yonge, Box 1185, Indianapolis, Ind.
 Wyoming and Montana—Wyoming Airways, Casper, Wyoming
 Mississippi—Tri-States Airways, Poy Black, Memphis, Tenn.
 Northern California—W. I. Lamkin, Porterville, California
 Western Kansas—C. E. Steel, Dodge City, Kansas
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